

6.0.0 BRIDGES

6.1.0 84.10 BRIDGES

Ss. 84.10 provides that certain bridges, either on local streets or streets designated as connecting highways, are the maintenance and operating responsibility of the state. These structures are either over 300 feet in length, or have a swing or lift span. Department policy is to transfer maintenance and ownership to the local government at the time of reconstruction. Wisconsin Statute 84.16 was enacted in 1989 to accommodate these jurisdictional transfers.

6.1.1 84.10 Bridges on Local Streets

For local bridges, upon reconstruction, maintenance and replacement becomes the responsibility of the locals. WisDOT policy is that its “maintenance” responsibility permits only replacement in kind for these bridges. This means on current alignment, with current number of lanes, with present design standards. The maintenance and operation of **swing and lift bridges** will remain the state responsibility. All bridges would be eligible for any assistance that would be available for local bridges when replacement becomes necessary.

6.1.2 84.10 Bridges on Connecting Highways

On connecting highway bridges, WisDOT will only transfer maintenance responsibility after reconstruction. The state retains responsibility for any subsequent replacement.

The state will be responsible for overlays (asphalt or concrete), deck replacements, rehabilitation, and replacement.

The local entity is responsible for all maintenance, which would include painting, joint repair, bearing replacement, rail repair or replacement, crack sealing, spalling or pothole repair, snow and ice removal, sweeping and maintaining the lighting system.

Inspection responsibility is also assumed by the local according to TRANS 212.

Local cost share for additional lanes will be treated the same as on state trunk highway projects (see 6.2.0).

6.2.0 STATE TRUNK HIGHWAY BRIDGE REPLACEMENT

A cost share equal to 25 percent of the project cost is required for a structurally sound bridge (a bridge not eligible for bridge replacement funds) being replaced due to the need for additional lanes if the traffic on the bridge meets the "significant local traffic" criterion.

A cost share equal to 25 percent of the identifiable cost of additional lanes is required for a bridge being replaced because it is structurally deficient, if new lanes are added at the time of construction and the bridge meets the "significant local traffic" criterion. The identifiable costs will be computed by comparing the estimate of the cost of a replacement bridge without the additional lanes to the estimate of the cost of a replacement bridge with the additional lanes.

6.2.1 INTERSTATE BRIDGES

For structures, which are shared with another state, a cooperative agreement may already be in place to guide negotiations. Contact the Director of the Bureau of State Highway Programs.

6.3.0 BRIDGES CROSSING THE STATE TRUNK HIGHWAY SYSTEM

6.3.1 Definition -

Bridges or underpasses that cross the State Trunk Highway System, but do not access the State Trunk Highway System are included in this category. Pedestrian overpasses or underpasses, bikeways and other trail crossings are considered in this category. Railroad bridges or underpasses are not in this category.

6.3.2 Cost Share -

When a structure meets the definition given above, the state may share in the total cost of new grade separations based on the benefit to the State Trunk Highway system. Reduced congestion and increased safety to the State Trunk Highway system are considered benefits. Negotiated cost share arrangements must be approved by the Director of the Bureau of Transit and Local Roads. Cost share guidance for other trail crossings is located in 11.45.10 of the FDM.

6.3.3 State Responsibility -

WisDOT is responsible for structural maintenance of all structures crossing a State Trunk Highway, as defined under 6.3.1, including participation in reconstruction.

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